

Jackson County
Bridge No. 221 on SR 1367 over Little Savannah Creek
Federal Aid Project No. BRZ-1367(3)
W.B.S. No. 46125.1.1
T.I.P. No. B-5410

CATEGORICAL EXCLUSION

UNITED STATES DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

AND

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

12.19.2014

DATE

for

Jennifer Harris

Richard W. Hancock, PE,
Manager, Project Development & Environmental Analysis Unit

12-30-14

DATE

for

Michael V. Getzsch

John F. Sullivan, III, Division Administrator
Federal Highway Administration

Jackson County
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Documentation Prepared in
Project Development and Environmental Analysis Unit By

12-19-2014
DATE

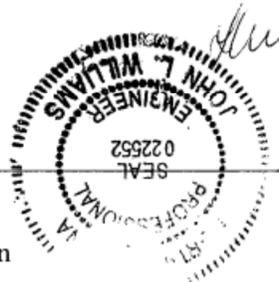
Joseph S. Qubain

Joseph S. Qubain
Project Planning Engineer
Bridge Project Development Section

12-10-14
DATE

John L. Williams

John L. Williams, PE
Project Engineer
Bridge Project Development Section



PROJECT COMMITMENTS

Jackson County
Bridge No. 221 on SR 1367
over Little Savannah Creek
Federal Aid Project No. BRZ-1367(3)
W.B.S. No. 46125.1.1
T.I.P. No. **B-5410**

NCDOT -- Appalachian elktoe

Construction authorization will not be requested until coordination with USFWS is complete, regarding the Appalachian elktoe and the biological conclusion of May Affect - Not Likely to Adversely Affect

Roadway Design / Structure Design -- Bicycle Accommodation

Bicycle accommodations will be designed and incorporated in the project. Four feet paved shoulders will be provided on each side of the approach road. Four foot offsets on the bridge with standard bicycle safe railing will also be provided.

Design Units \ Division 14 -- Design Standards for Sensitive Watersheds

During the October 2013 survey no freshwater mussels were found. But downstream from the project critical habitat for the Appalachian elktoe exists. Design Standards for Sensitive Watersheds will be followed. The adherence to erosion control standards should minimize the potential for any adverse impacts to occur.

Division 14 -- As Built Construction Plans

This project involves construction activities on or adjacent to FEMA-regulated stream(s). Therefore, the Division shall submit sealed as built construction plans to the Hydraulics Unit upon completion of project construction, certifying that the drainage structures and roadway embankment that are located within the 100-year floodplain were built as shown in the construction plans, both horizontally and vertically.

Hydraulics Unit -- FEMA Coordination

The Hydraulics Unit will coordinate with the NC Floodplain Mapping Program (FMP), to determine status of project with regard to applicability of NCDOT's Memorandum of Agreement, or approval of a Conditional Letter of Map Revision (CLOMR) and subsequent final Letter of Map Revision (LOMR)

Structure Design Unit -- TVA

The project is located in the Tennessee Valley Authority's (TVA) Land Management District. The project will require approval under Section 26a of the TVA Act.

NCDOT -- Trout Moratorium

NCWRC has designated Little Savannah Creek a trout water with a moratorium prohibiting in-stream work and land disturbance within the 25 foot trout buffer from January 1 to April 15.

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INTRODUCTION: Bridge No. 221 is included in the latest approved North Carolina Department of Transportation (NCDOT) Transportation Improvement Program. The location is shown in Figure 1. No substantial environmental impacts are anticipated. The project is classified as a Federal “Categorical Exclusion”.

I. PURPOSE AND NEED STATEMENT

NCDOT Bridge Management Unit records indicate Bridge No. 221 has a sufficiency rating of 8 out of a possible 100 for a new structure. The bridge is considered structurally deficient due to structural evaluation appraisal of 3 out of 9, and functionally obsolete due to a deck geometry of 4 out of 9; according to Federal Highway Administration (FHWA) standards. The bridge also meets the criteria for functionally obsolete due to deck geometry appraisal of 2 out of 9.

Bridge No. 221 carries 1,123 vehicles per day with 1,600 vehicles per day projected for the future. The substandard deck width, bridge railing and approach guardrail is becoming increasingly unacceptable. Components of both the superstructure and substructure have experienced an increasing degree of deterioration that can no longer be addressed by maintenance activities. The bridge is approaching the end of its useful life. Replacement of the bridge will result in safer traffic operations.

II. EXISTING CONDITIONS

The project is located in the western rural area of Jackson County on SR 1367 over Little Savannah Creek (see Figure 1). Land use in the project vicinity consists primarily of agricultural development and open fields.

SR 1367 is classified as local road in the Statewide Functional Classification System. And is not on a National Highway System Route

The bridge is located between two sharp reverse turns and is on a 30 degree skew. The bridge is about 7 feet above the creek bed.

The existing bridge was built in 1967 and is a three-span structure that consists of concrete floor on timber joists with timber caps on timber pile. The overall length of the structure is 53 feet. The clear roadway width on the bridge is 25 feet. The approach road is approximately 22 feet wide. Posted weight limit for the bridge for single vehicle is 24 tons and for TTST 39 tons.

There are no utilities attached to the existing structure, but overhead power and telephone lines and underground fiber optic lines are present in the project area. Utility impacts are anticipated to be moderate.

The current traffic volume of vehicles per day (VPD) is expected to increase to 1,600 VPD by the year 2035. The projected volume includes one percent truck-tractor semi-trailer (TTST) and ten percent dual-tired vehicles (DT). The posted speed limit is 35 miles per hour.

There were seven accidents reported in the vicinity of Bridge No. 221 during a recent ten-year period. These accidents were not associated with the alignment or geometry of the bridge or its approach roadway.

The Blue Ridge Bike Plan recognizes the area as a recreational bike corridor. Bicycle accommodations will be designed and incorporated in the project. Four feet paved shoulders will be provided on each side of the approach road and four feet offsets on the bridge with standard bicycle safe railing.

Sidewalks do not exist on the existing bridge and there is no indication of pedestrian usage on or near the bridge. Neither permanent nor temporary pedestrian accommodations are required for this project

III. ALTERNATIVES

A. Preferred Alternative

The replacement structure will be a bridge on a new alignment on the north side; traffic will be maintained during construction on the existing bridge. The permanent replacement bridge will be approximately 50 feet long. The length is based on preliminary design information and is set by hydraulic requirements. The bridge will be of sufficient width to provide for two 11-foot lanes and four-foot offsets. The roadway grade of the new structure will be approximately at the same elevation as that of the existing the bridge.

The approach roadway will be widened to provide two 11-foot lanes and six foot shoulders, four feet of which will be paved in accordance with the current NCDOT Design Policy (The shoulder will include one additional foot where guardrail is required). Improvements to the approach roadways will be required for a distance of approximately 250 feet to the west and 310 feet to the east of the new structure. This roadway will be designed as a Sub-Regional Tier with a 35 mph design speed

NCDOT Division 14 concurs that this is the preferred alternative.

B. Alternatives Eliminated from Further Consideration

The “do-nothing” alternative will eventually necessitate closure of the bridge. This is not acceptable due to the traffic service provided by SR 1367.

“Rehabilitation” of the old bridge is not practical due to its age and deteriorated condition. Bridge No. 221 is about forty-seven years old. The bridge is structurally deficient and functionally obsolete. The current sufficiency rating is four out of a possible 100 for a new structure.

The bridge is between back-to-back sharp horizontal curves n

ot meeting posted speed. A new alignment is needed to flatten the curves for safety and better ride-ability. Based on that, the replace in place option and Staged Construction were not feasible.

IV. ESTIMATED COSTS

The estimated costs, based on 2014 prices, are as follows:

Roadway Approaches	\$ 278,000
Structure Removal	\$ 28,000
New Structure	\$ 198,000
Miscellaneous & Mobilization	\$ 120,000
Engineering & Contingencies	\$ 101,000
Total Construction Cost	\$ 725,000
Right-of-way Costs	\$ 35,000
Utility Costs	\$ 17,000
Total Project Cost	\$ 777,000

V. NATURAL ENVIRONMENT

Physical Characteristics

The study area lies in the Blue Ridge physiographic region of North Carolina. Topography in the project vicinity is comprised of mountain peaks and valleys with narrow level floodplains along streams. Elevations in the study area range from 2000 to 2200 feet above sea level.

Soils

The Jackson County Soil Survey indicates four soil series within the study area (Table 1).

Table 1. Soils in the study area

Soil Series	Mapping Unit	Drainage Class	Hydric Status
Braddock clay loam	Bk	Well drained	Nonhydric
Cullowhee fine sandy loam	Cw	Somewhat poorly drained	Nonhydric*
Dillard loam	Dr	Moderately well drained	Nonhydric*
Statler loam	Sv	Well drained	Nonhydric*

* Soils which are primarily nonhydric, but which may contain hydric inclusions

Water Resources

Water resources in the study area are part of the Little Tennessee River Basin [U.S. Geological Survey (USGS) Hydrologic Unit 06010203]. Two streams were identified in the study area (Table 2) the physical characteristics of the streams are provided in Table 3.

Table 2. Water resources in the study area.

Stream Name	Map ID	DWQ Index Number	Best Usage Classification
Little Savannah Creek	Little Savannah Creek	2-79-36-14	C
Blake Branch	Blake Branch	2-79-36-14-1	C

Table 3 Physical characteristics of water resources in the study area

Map ID	Bank Height (ft)	Bankfull Width (ft)	Water Depth (in)	Channel Substrate	Velocity	Clarity
Little Savannah Creek	3	8	4-10	Sand, Gravel, Cobble	Fast	Slightly Turbid
Blake Branch	1	2	8	Sand	Moderate	Slightly Turbid

NCWRC has designated Little Savannah Creek a trout water with a moratorium prohibiting in-stream work and land disturbance within the 25 foot trout buffer from January 1 to April 15.

There are no designated anadromous fish waters or Primary Nursery Areas present in the study area. There are no designated High Quality Waters (HQW), Outstanding Resource Waters (ORW) or water supply watersheds (WS-I or WS-II) within 1.0 mile downstream of the study area. The North Carolina 2012 Final 303(d) list of impaired waters does not identify Little Savannah Creek, Blake’s Branch or any streams within one mile downstream of the study area as impaired due to sedimentation or turbidity.

Benthic samples have been taken downstream of the project study area at Savannah Creek at SR 1367 and given a rating of “Good” on July 21, 1999. Fish surveys have not been conducted on Little Savannah Creek.

Biotic Resources

Terrestrial communities in the study area may be impacted by project construction as a result of grading and paving of portions of the study area. At this time, decisions regarding the final location and design of the proposed bridge replacement have not been made. Therefore, community data are presented in the context of total coverage of each type within the study area (Table 4). Once a final alignment and preliminary design have been determined, probable impacts to each community type can be calculated.

Table 4 Coverage of terrestrial communities in the study area

Community Coverage (ac.)	Community Coverage (ac.)
Maintained / Disturbed	3.8
Floodplain Forest	1.0
Mixed Hardwood Forest	4.8
Total	9.16

Jurisdictional Topics

Permits

The proposed project has been designated as a CE for the purposes of NEPA documentation. As a result, a Nationwide Permit (NWP) 23 will likely be applicable. Other permits that may apply include a NWP No. 33 for temporary construction activities such as stream dewatering, work bridges, or temporary causeways that are often used during bridge construction or rehabilitation. The USACE holds the final discretion as to what permit will be required to authorize project construction.

In addition to the 404 permit, other required authorizations include the corresponding Section 401 Water Quality Certification (WQC) from the NCDWQ. A NCDWQ Section 401 Water Quality General certification for a CE may be required prior to the issuance of a Section 404 Permit. Other required 401 certifications may include a GC 3893 for temporary construction access and dewatering.

Federally Protected Species

As of January 14, 2014, the US Fish and Wildlife Service (USFWS) lists eight federally protected species for Jackson County (Table 6). A brief description of each species' habitat requirements follows, along with the Biological Conclusion rendered based on survey results in the study area. Habitat requirements for each species are based on the current best available information from referenced literature and/or USFWS.

Table 5 Federally protected species listed for Jackson County

Scientific Name	Common Name	Federal Status	Habitat Present	Biological Conclusion
<i>Microhexura montivaga</i>	Spruce-fir moss spider	E	No	No Effect
<i>Alasmidonta raveneliana</i>	Appalachian elktoe	E	Yes	MA-NLAA
<i>Isotria medeoloides</i>	Small whorled pogonia	T	No	No Effect
<i>Helonias bullata</i>	Swamp Pink	T	No	No Effect
<i>Gymnoderma lineare</i>	Rock gnome lichen	E	No	No Effect
<i>Glaucomys sabrinus coloratus</i>	Carolina northern flying squirrel	E	No	No Effect
<i>Myotis sodalis</i>	Indiana bat	E	No	No Effect
<i>Clemmys muhlenbergii</i>	Bog (Muhlenberg) turtle	T(S/A)	No	Not required

E – Endangered T – Threatened T(S/A) – Threatened due to similarity of appearance

MA-NLAA – May Affect-Not Likely to Adversely Affect

Appalachian elktoe

Biological conclusion: May Affect Not Likely To Adversely Affect

A full survey to assess the effects to critical habitat and the species itself was conducted in October 2013. No freshwater mussels were found during these efforts. However, the target species is known from the Tuckasegee River, approximately 1.25 river miles downstream of the project area. Given the distance (approximately 1.7 miles to NCNHP records and designated critical habitat) of the project area to known occupied habitat, impacts are unlikely to occur, but cannot be completely discounted. Strict adherence to erosion control standards should minimize the potential for any adverse impacts to occur. As such, the Biological Conclusion is May Affect Not Likely To Adversely Affect.

Bald Eagle and Golden Eagle Protection Act

Habitat for the bald eagle primarily consists of mature forest in proximity to large bodies of open water for foraging. Large, dominant trees are utilized for nesting sites, typically within 1.0 mile of open water. Suitable habitat for bald eagle does not exist within one mile of the study area.

A desktop-GIS assessment of the project study area, as well as the area within a 1.13-mile radius (1.0 mile plus 660 feet) of the project limits, was performed on February 20, 2013 using 2010 color aerials. No water bodies large enough and sufficiently open to be considered potential feeding sources were identified. Since there was no foraging habitat within the review area, a survey of the project study area and the area within 660 feet of the project limits was not conducted. Additionally, a review of the NCNHP database, updated on January 2, 2013, revealed no known occurrences of this species within 1.0 mile of the project study area. Due to the lack of habitat, known occurrences, and minimal impact anticipated for this project, it has been determined that this project will not affect this species.

Northern Long-eared Bat

A US Fish and Wildlife Service proposal for listing the Northern Long-eared Bat (*Myotis septentrionalis*) as an Endangered species was published in the Federal Register in October 2013. The listing will become effective on or before April, 2015. Furthermore, this species is included in USFWS's current list of protected species for Jackson County. NCDOT is working closely with the USFWS to understand how this proposed listing may impact NCDOT projects. NCDOT will continue to coordinate appropriately with USFWS to determine if this project will incur potential effects to the Northern long-eared bat, and how to address these potential effects, if necessary.

VI. HUMAN ENVIRONMENT

Section 106 Compliance Guidelines

This project is subject to compliance with Section 106 of the National Historic Preservation Act of 1966, as amended, and implemented by the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106, codified at Title 36 CFR Part 800. Section 106 requires Federal agencies to take into account the effect of their undertakings (federally funded, licensed, or permitted) on properties included in or eligible for inclusion in the National Register of Historic Places and afford the Advisory Council a reasonable opportunity to comment on such undertakings.

Historic Architecture (see attached form dated 7 – 12 – 2013)

NCDOT – Human Environment Unit, under the provisions of a Programmatic Agreement with FHWA, NCDOT, HPO, OSA and the Advisory Council on Historic Preservation (effective July 1, 2009), reviewed the proposed project and determined that a survey was required. A field investigation was carried out (August 7, 2013) that determined there are no National Listed or eligible properties within the APE

Archaeology (see attached form dated 6 – 21 – 2013)

NCDOT – Human Environment Unit, under the provisions of a Programmatic Agreement with FHWA, NCDOT, HPO, OSA and the Advisory Council on Historic Preservation (effective July 1, 2009), reviewed the proposed project and determined that surveys are required. An archeological field investigation was carried out that suggested no significant archaeological sites within the APE

Community Impacts

No adverse impact on families or communities is anticipated. Right-of-way acquisition will be limited. No relocatees are expected with implementation of the proposed alternative.

No adverse effect on public facilities or services is expected. The project is not expected to adversely affect social, economic, or religious opportunities in the area.

The project is not in conflict with any plan, existing land use, or zoning regulation. No change in land use is expected to result from the construction of the project.

The Farmland Protection Policy Act eligible soils are present within all four quadrants of the Direct Bridge Impact Area. A preliminary screening of farmland conversion impacts in the project area has been completed (NRCS Form AD-1006, Part VI only) and a total score of 75 out of 160 points was calculated for the B-5410 project site. This score surpasses the Natural Resources Conversation Service(NRCS) threshold of 60 points. Notable project impacts to eligible soils are not anticipated. The Farmland Protection form will be submitted to NRCS.

The project will not have a disproportionately high and adverse human health and environmental effect on any minority or low-income population.

Noise & Air Quality

This project is an air quality neutral project in accordance with 40 CFR 93.126. It is not required to be included in the regional emissions analysis and project level CO or PM2.5 analyses are not required. This project will not result in any meaningful changes in traffic volumes, vehicle mix, location of the existing facility, or any other factor that would cause an increase in emissions impacts relative to the no-build alternative. Therefore, FHWA has determined that this project will generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special MSAT concerns. Consequently, this effort is exempt from analysis for MSATs. Any burning of vegetation shall be performed in accordance with applicable local laws and regulations of the North Carolina State Implementation Plan (SIP) for air quality compliance with 15 NCAC 2D.0520.

Noise levels may increase during project construction; however, these impacts are not expected to be substantial considering the relatively short-term nature of construction noise and the limitation of construction to daytime hours. The transmission loss characteristics of nearby natural elements and man-made structures are believed to be sufficient to moderate the effects of intrusive construction noise.

VII. GENERAL ENVIRONMENTAL EFFECTS

The project is expected to have an overall positive impact. Replacement of an inadequate bridge will result in safer traffic operations.

The bridge replacement will not have an adverse effect on the quality of the human or natural environment with the use of the current North Carolina Department of Transportation standards and specifications.

The proposed project will not require right-of-way acquisition or easement from any land protected under Section 4(f) of the Department of Transportation Act of 1966.

An examination of local, state, and federal regulatory records by the GeoEnvironmental Section revealed no sites with a Recognized Environmental Concern (REC) within the project limits. RECs are most commonly underground storage tanks, dry cleaning solvents, landfills and hazardous waste disposal areas.

Jackson County is a participant in the National Flood Insurance Program. There are no practical alternatives to crossing the floodplain area. Any shift in alignment will result in an impact area of

about the same magnitude. The proposed project is not anticipated to increase the level or extent of upstream flood potential.

The Federal Highways Administration has determined that a U.S. Coast Guard Permit is not required for this project.

VIII. COORDINATION & AGENCY COMMENTS

NCDOT has sought input from the following agencies as a part of the project development:

U.S. Army Corps of Engineers,
NC Department of Environment & Natural Resources,
U.S. Fish & Wildlife Service,
NC Wildlife Resource Commission,
North Carolina State Historic Preservation Office,

The N.C. Wildlife Resource Commission and U.S. Fish & Wildlife Service in standardized letters provided a request that they prefer any replacement structure to be a spanning structure. Also, they informed of a known population of Appalachian elktoe 1.25 miles downstream and request that Design Standards for Sensitive Watersheds be utilized.

Response: NCDOT – replacing the existing structure with a new bridge. NCDOT will utilize the Design Standards for Sensitive Watersheds

The Division of Water Quality at NC Department of Environment & Natural Resources informed that the stream contains rainbow trout. They request that Design Standards for Sensitive Watersheds be utilized.

Response: NCDOT – NCDOT will utilize Design Standards for Sensitive Watersheds

The Army Corps of Engineers and North Carolina State Historic Preservation Office had no special concerns for this project.

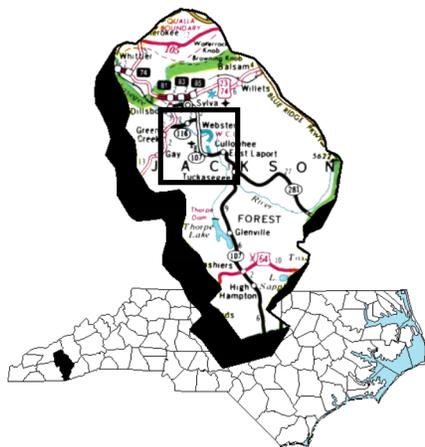
IX PUBLIC INVOLVEMENT

A notification letter was sent to all property owners affected directly by this project. Property owners were invited to comment. No comments have been received to date.

There is not substantial controversy on social, economic, or environmental grounds concerning the project.

X CONCLUSION

On the basis of the above discussion, it is concluded that no substantial adverse environmental impacts will result from implementation of the project. The project is therefore considered a federal “Categorical Exclusion” due to its limited scope and lack of substantial environmental consequences.



	<p>NC DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS PROJECT DEVELOPMENT and ENVIRONMENTAL ANALYSIS</p>
<p>JACKSON COUNTY Replace Bridge No. 221 on SR 1367 Over Little Savannah Creek</p>	
<p>B-5410 Figure 1</p>	

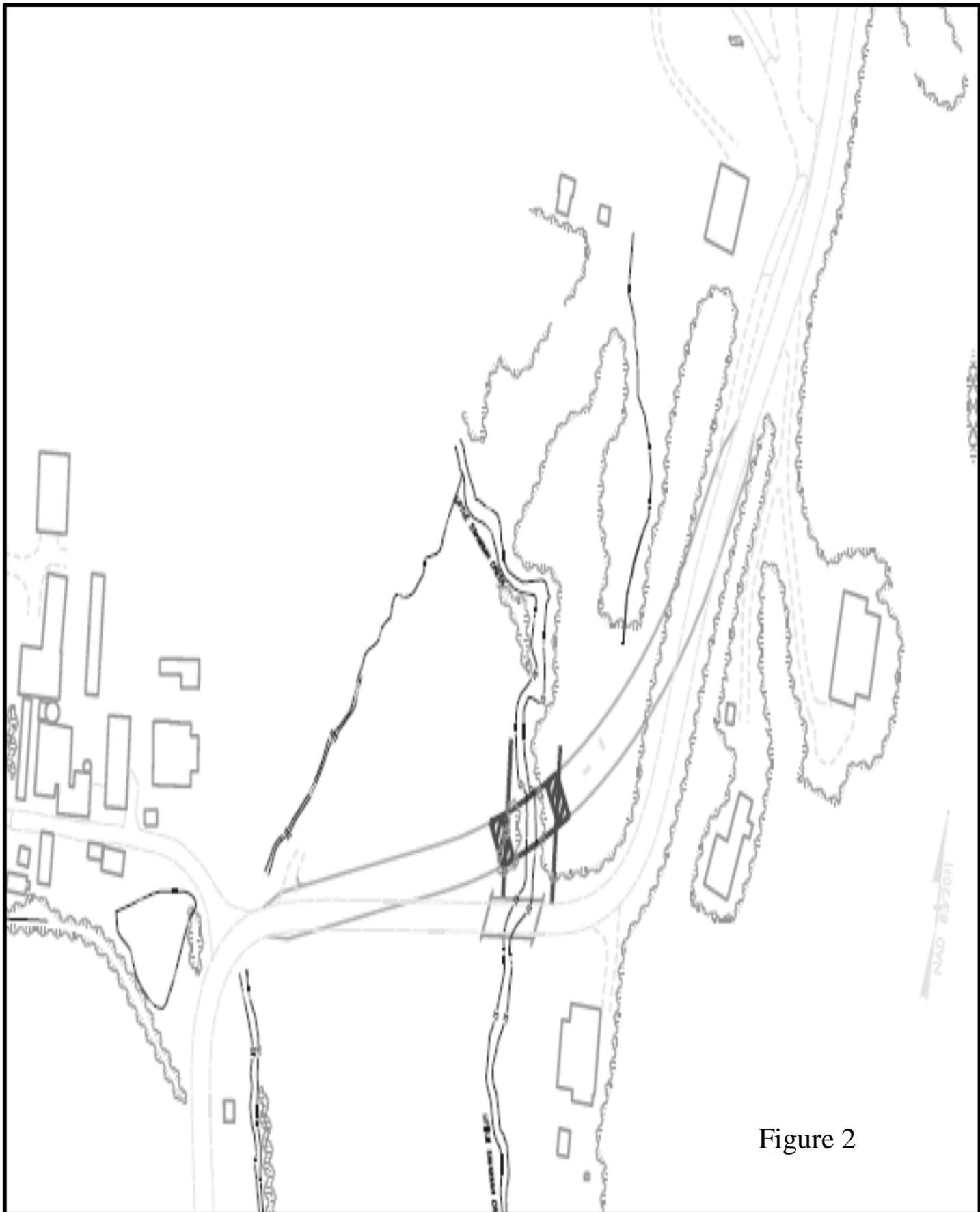


Figure 2

13-04-0044



**HISTORIC ARCHITECTURE AND LANDSCAPES
NO HISTORIC PROPERTIES PRESENT OR AFFECTED FORM**

This form only pertains to Historic Architecture and Landscapes for this project. It is not valid for Archaeological Resources. You must consult separately with the Archaeology Group.

PROJECT INFORMATION

<i>Project No.:</i>	B-5410	<i>County:</i>	Jackson
<i>WBS No.:</i>	46125.1.1	<i>Document Type:</i>	PCE or CE
<i>Fed. Aid No.:</i>	BRZ-1367(3)	<i>Funding:</i>	<input type="checkbox"/> State <input checked="" type="checkbox"/> Federal
<i>Federal Permit(s):</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<i>Permit Type(s):</i>	
<i>Project Description:</i> Replace Bridge No. 221 over Little Savannah Creek on SR 1367 (Little Savannah Road).			

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

- There are no National Register-listed or Study Listed properties within the project's area of potential effects.
- There are no properties less than fifty years old which are considered to meet Criteria Consideration G within the project's area of potential effects.
- There are no properties within the project's area of potential effects.
- There are properties over fifty years old within the area of potential effects, but they do not meet the criteria for listing on the National Register.
- There are no historic properties present or affected by this project. (Attach any notes or documents as needed.)

Date of field visit: August 7, 2013

Description of review activities, results, and conclusions:

Review of HPO quad maps, HPO GIS information, historic designations roster, and indexes was undertaken on April 17, 2013. There are two structures over fifty years of age within close proximity of the bridge, and a survey was required to assess eligibility and effects.

On August 7, 2013, architectural historians visited the project location. The house southeast of the bridge, 577 Little Savannah Road, was built in 1976 according to GIS/Tax information for Jackson County; it is under fifty years of age. The house is unremarkable, and not eligible for National Register listing under Criteria Consideration G. 14 Dairy Farm Drive, northwest of the bridge, is an unremarkable one-and-a-half story frame house with several frame outbuildings directly behind the main structure. Most of the outbuildings are dilapidated and the main house has lost integrity with the loss of original materials; the complex is not eligible for National Register listing. Bridge No. 221 is not eligible for NR listing as it is under fifty years of age (1967). There are no National Register listed or eligible properties within the APE. If design plans change, additional review will be required.

SUPPORT DOCUMENTATION

Map(s) Previous Survey Info. Photos Correspondence Design Plans

FINDING BY NCDOT ARCHITECTURAL HISTORIAN

Historic Architecture and Landscapes – NO HISTORIC PROPERTIES PRESENT OR AFFECTED

Katharine L. Hubbard

NCDOT Architectural Historian

August 12, 2013

Date

13-04-0044



**NO NATIONAL REGISTER OF HISTORIC PLACES
ELIGIBLE OR LISTED **ARCHAEOLOGICAL** SITES
PRESENT OR AFFECTED FORM**



This form only pertains to ARCHAEOLOGICAL RESOURCES for this project. It is not valid for Historic Architecture and Landscapes. You must consult separately with the Historic Architecture and Landscapes Group.

PROJECT INFORMATION

Project No: **B-5410** County: **Jackson**
 WBS No: **46125.1.1** Document: **PCE or CE**
 F.A. No: **BRZ-1367(3)** Funding: State Federal

Federal Permit Required? Yes No Permit Type: **Not known as of yet**

Project Description:

The project calls for the replacement of Bridge No. 221 on SR 1367 (Little Savannah Road) over Little Savannah Creek in Jackson County. The archaeological Area of Potential Effects (APE) for the project is defined as a 660-foot (201.17 m) long corridor running 330 feet (100.58 m) north/east and 330 feet south/west along Little Savannah Road from center of Bridge No. 221. The corridor is approximately 200 feet (60.96 m) wide extending 100 feet (30.48 m) on either side of the road from its present center.

SUMMARY OF ARCHAEOLOGICAL FINDINGS

The North Carolina Department of Transportation (NCDOT) Archaeology Group reviewed the subject project and determined:

- There are **no** National Register listed ARCHAEOLOGICAL SITES within the project's area of potential effects.
- No subsurface archaeological investigations are required for this project.
- Subsurface investigations **did not reveal** the presence of any archaeological resources.
- Subsurface investigations did not reveal the presence of any archaeological resources considered eligible for the National Register.
- All identified archaeological sites located within the APE have been considered and all compliance for archaeological resources with Section 106 of the National Historic Preservation Act and GS 121-12(a) has been completed for this project.
- There are **no** National Register Eligible or Listed ARCHAEOLOGICAL SITES present or affected by this project. (Attach any notes or documents as needed)

13-04-0044

SUPPORT DOCUMENTATION

See attached: Map(s) Previous Survey Info Photos Correspondence

Other: **images of historic maps consulted**

Signed:



C. Damon Jones
NCDOT ARCHAEOLOGIST

6/21/13

Date